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FRANK L. HOOGS.....MANAGER
FRIDAY.....MAY 25, 1906

Japan And Our Ships

Congress is being repeatedly told that a failure to pass the ship subsidy bill means that the Japanese will take the Pacific Mail and Oceanic vessels, not to run them on the Pacific, but to transfer them to lines between Japan and Australia and Japan and Europe, to the utter destruction of San Francisco's oriental commerce. It is easy to see the harm that would come to Hawaii from such developments. If there is any such danger as is pointed out, Honolulu is the most vitally interested of all American ports. The following remarks by Hon. Charles H. Grosvenor in the House of Representatives is a sample of the statements being made on the subject:

"The Congress of the United States has been given ample warning that if the shipping bill is not immediately passed by the House of Representatives this Japanese effort will succeed, and the Stars and Stripes will be hauled down from the masthead of the two oldest American steamship lines crossing the Pacific Ocean.

"This would be a calamity for the United States, but it would be a still more terrible calamity for San Francisco. When the Japanese flag went up every American officer, every American sailor would have to go over the side. It is the pride of the Japanese to man their ships throughout with their own people. That would mean the blotting out of most of our meager resources in the way of a naval reserve on the Pacific. It would mean the transfer of the headquarters of these American lines from San Francisco to Yokohama.

"It might mean more than this. For there can be no guaranty that if the Japanese flag is hoisted over these American ships they will continue to run in the trade of San Francisco. Once under Japanese control, they can be sent, and most certainly will be sent, wherever they will best serve Japanese interests. There are no ships so fine as some of these American ships in the whole Japanese merchant fleet. The great pride of Japanese shipowners is their subsidized line from Japan to Europe—subsidized at the rate of more than a million dollars a year. If the Japanese Government took it into its head to order the transfer of these American lines to the European line it could do so, and in that event San Francisco would be left entirely without any communication with China or the Philippines, and our main line of oriental commerce would be paralyzed.

"So, too, with the Oceanic Line to Australia. This is now operating under a mail contract with the United States Government, which requires the steamers to run via Samoa to Auckland and Sydney, and nowhere else. But the contract would necessarily terminate if these ships were purchased by the Japanese. They could then be taken wherever their new owners pleased. And where that would be it is not difficult to conjecture. The Japanese Government has been endeavoring to build up a competing line from Yokohama to Australia. Thus far it has not secured any satisfactory steamers. Its vessels are inferior to American ships, and there can be no question whatever that one motive of the Japanese in securing the Oceanic steamers would be to take them out of San Francisco and transfer them to their own Japanese-Australian line, thus paralyzing our best route of communication with the Australian markets, to which our exports have increased of late years from \$12,000,000 to \$27,000,000 a year, and turning this market over to the merchants of Japan, Europe, and Canada."

Aliens And Licenses

There is no plan to bar Asiatics from the saloon business, "simply because they are Asiatics." The proposition which The Star advanced yesterday as one having legal support is that the business can be restricted to citizens by police regulation. Not only Asiatics, but all non-citizens, British, German or of any other nationality, would be barred by this sort of a regulation. The only way to make it legal if there is a way, under the existing treaties, is to make it apply to all aliens alike. Such a regulation, we repeat, is sustained by excellent legal authority. With regard to the saloon business the Territory has a right to impose many arbitrary police regulations which the courts would overthrow as unreasonable if applied to the hack business, or any other business. Of course no one will dispute the Advertiser's proposition that "if the Territory should pass a law excluding Japanese from the saloon business, the victims of that statute could get immediate relief from the United States court." If, however, the Territory should pass a law providing that only citizens of the United States should be granted saloon licenses, the proposition would be a very different one. As a matter of police regulation such a law might go farther. It might declare that only citizens of the Territory should engage in the business and it might limit the number of such citizens allowed in it.

San Francisco Chinatown

The tone of the San Francisco papers toward the proposition to rebuild Chinatown in its old locality, does not seem quite so truculent as it was the first few days after the earthquake and fire. Then the announcement was joyously made that Chinatown would be located somewhere else. There was exultation in the announcement, and not the slightest suggestion of a doubt. It was going to be done, and that was all there was about it. But this was only for a few days. Then there began to be suggestions of difficulties in the way. The Chinese themselves had not consented to be summarily removed. So far as the Chinese owned land in the old Chinatown, they claimed the right to rebuild. As to other owners of property there they claimed the right to rebuild and to rent to whomever they pleased. In fact the removal of Chinatown began to look as though it was not quite so easy a thing as it had been jauntily assumed to be.

The next step in the process was suggestions that after all there was no reason why Chinatown should not be rebuilt where it was. As sentiment seems now to be crystallizing itself there does not seem to be any very strong objections, or at least none that are making themselves felt, to the rebuilding of Chinatown where it was before.

The truth is that the first announcement was probably the effervescence of the old and lot antagonism to the Chinese. The present feeling is doubtless due to a number of considerations, among them the fact that Chinatown was really a great municipal asset. It was a tourist asset. It attracted more people, and aroused more curiosity and interest among strangers and visitors than anything else in San Francisco. And unlike other attractions, there was no expense for maintenance. The Hopkins Art Institute, Golden Gate Park, and pretty nearly everything else the city had to offer cost money to create and money to maintain. But Chinatown was self supporting. Of course, it would be bad business policy to destroy such a valuable asset, or to remove it to some part of the city not readily accessible

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AGENTS

NOTICE.

Beginning November 15, 1906, owing to a change in the price of certain sizes of crushed rock, prices will be as follows:

No. 1—\$1.55 per cubic yard.
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No. 3—\$2.05 per cubic yard.
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and thereby destroy its value. Besides, it is argued, old Chinatown is on the side of a hill, easily drained, and readily adapted to excellent sanitary arrangements. Built anew under proper building and Board of Health regulations there can be no objection to it on the score of insanitariness. So there you are, and it seems probable now that Chinatown will be rebuilt on the old site, and that there is strong hope that it will become and remain as valuable a tourist asset in the future as it has proved in the past.

The letter published in part yesterday in The Star regarding the Farnham-Butler story, was discovered in the archives, by R. A. Lydecker, within the week.

Commissioner Garfield seems to have made Standard Oil more uncomfortable by his report on their secret rebates and other privileges, than he did the Beef Trust magnates by his report on their business.

By some of the expressions used to convey opinion of prohibition, one would imagine there are some who would hate to see the use of intoxicants banished.

Some months ago complaint was made of the administration of our criminal law because alleged murderers were too well defended. Now complaint is made because they are not defended well enough.

We may yet have to abolish the death penalty to protect the race from the danger of being badly defended.

Congress seems to be in an amiable mood toward Hawaii just now. If we really want it to fix up our pre-emptory boundaries for us, now would be a good time to ask it to.

Isn't it a little dangerous to let these Southern California editors know we have a volcano on these islands? Oughtn't we to try and hide it from them?

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POINTED PARAGRAPHS.

Farm life is the only life—in novels.
A slanderous story is the gossip's
spice of life.

Those you ridicule may forgive, but
they never forget.

Jealousy is a tree that bears the most
bitter of all fruits.

Most people who congratulate you
on your success do not mean it.

There's something wrong with the
fool who neglects to boast of his wisdom.

There are so many ways of lying that
few people are able to tell the truth.

Many a man is brave only because he
is sure the other fellow is a coward.

It's the easiest thing in the world for
a man to find an excuse for his thirst.

Any man who sticks up for his
friends only when they are present is
a sneak.

Not until the underdrinker gets him
will the busy man get the kind of rest
he is always looking forward to.

Trace your bad luck back a few
blocks and the chances are that you
will discover it is due to your bad management.

A man may flirt with all the girls
some of the time or some of the girls
all the time, but no man has a right
to flirt with all the girls all the time.
—Chicago News.

It looks at last as if Hobson were
really going to Congress from Alabama.
That will be the end of Hobson.
—Buffalo Express.

Removal Sale! FOR ONE WEEK

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